



RECOMMENDATION OF THE WEST DESIGN REVIEW BOARD

Project Number: 3018158

Address: 19 W Harrison St.

Applicant: Jim Bodoia of Via Architecture for 19 W Harrison LLC

Date of Meeting: Wednesday, November 05, 2014

Board Members Present: Mindy Black,
Christine Harrington
Boyd Pickrell, Chair

Board Members Absent: Katherine Idziorek, Recused
Janet Stephenson

DPD Staff Present: Lisa Rutzick for Beth Hartwick

SITE & VICINITY

Site Zone: NC3-65

Nearby Zones: (North) NC3-65
(South) NC3-65
(East) NC3-65
(West) NC3-65

Lot Area: 14,440 square feet

Access: The site has access from 1st Ave.
W., W. Harrison St. and an
improved alley.

**Environmentally
Critical Areas:** None



Current Development: The existing site development is a single-story restaurant structure, originally built in 1967. Surface parking is located off the alley to the east and a driveway is located off of 1st Ave N.

Surrounding Development and Neighborhood Character: Directly to the south are surface parking lots and a small, three-story precast commercial building. These properties are currently proposing redevelopment under MUP # 3017667 and 3018170 for a seven story building containing 129 residential units, 9 live/work units and parking for 113 vehicles. Across the alley to the east is a two story masonry commercial building; behind the building is open parking accessed off the alley. A six story multifamily structure is also located to the east, with below grade parking accessed off the alley. Located on the west side of 1st Ave W is a one-story commercial building clad in wood siding. To the north is a precast commercial structure.

The project is located in an area bounded by Seattle Center to the East, the pedestrian bridge to the Puget Sound waterfront to the West, Queen Anne Hill to the north and Belltown to the South. This area includes blocks with a rich variety of uses, institutions, and transportation connectivity; it is served by frequent bus transit routes and adjacent to major roadway corridors. Located within the Uptown Park Character area as mapped in the Uptown Guidelines, the overall area includes a mix of early and mid-20th century masonry apartment buildings, pre-cast commercial office buildings, multi-family and recent mixed use developments. The neighborhood character, composed of a variety of uses and building types, encourages high quality urban infill and pedestrian focused design elements.

PROJECT DESCRIPTION

The proposal is for a seven-story structure with 72 residential units above live work and residential space. Parking for approximately 43 vehicles to be provided below grade. Existing structure to be demolished.

EARLY DESIGN GUIDANCE: November 5, 2014
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The packet includes materials presented at the meeting, and is available online by entering the project number (3018158) at this website:

http://www.seattle.gov/dpd/Planning/Design_Review_Program/Project_Reviews/Reports/default.asp.

The packet is also available to view in the file, by contacting the Public Resource Center at DPD:

Mailing Public Resource Center

Address: 700 Fifth Ave., Suite 2000
P.O. Box 34019
Seattle, WA 98124-4019

Email: PRC@seattle.gov

DESIGN DEVELOPMENT

Alternative 1 showed a seven story structure containing 71 residential units, 3 retail spaces and 46 parking spaces below grade. The applicant referred to this as the code compliant version. The proposed development includes a mix of studio, one and two bedroom units, and a focus on bicycle use with bicycle storage for each unit. Parking is provided though no vehicle parking is required by the Land Use Code. The code compliant option provides parking access located off the alley. The applicant noted that W Harrison St is steeply sloped at this location. As a result, street level design is a challenge and largely controlled by the location of the parking entry. Due to the change in grade, the parking area limits the space for retail and lobby uses along 1st Ave W.

Alternative 2 showed a seven story structure containing 71 residential units, 2 retail spaces and 46 parking spaces below grade. The structure is located towards W Harrison St, providing exterior courtyard space on the west side of the building, flanked by retail to the north and a parking entry to the south. The residential entry and lobby is located off this courtyard. Parking access to below grade parking is proposed off 1st Ave W and at grade parking off the alley. Two departures are needed for the parking entry off 1st Ave W. and the entry width.

Alternative 3 was the preferred option. It showed a seven story development containing 71 residential units, 5 live/work spaces, and 46 parking spaces below grade. The massing provides a strong street presence along W Harrison St and 1st Ave W, and a second floor open space. The upper floor facades include modulation at the west and east property lines and a narrow slot of relief at the south facade. The residential entry is proposed off 1st Ave W and parking access is similar to Alternative 2. Two departures are also needed for the parking entry.

PUBLIC COMMENT

Public comments offered at the meeting included the following:

- Appreciated that the applicant has met with the Uptown Alliance group to discuss the design, and encouraged the applicant to continue communication.
- Strongly supported the retail at the corner, the proposed preferred massing and all the departures.
- Stressed the importance of providing pedestrian lighting and encouraged using Uptown Standards.
- Concerned about the height and bulk of the project.
- Concerned about future alley congestion and noise.

EARLY DESIGN GUIDANCE: November 5, 2014

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the following siting and design guidance.

- 1. Massing:** The Board debated the massing options and location of the courtyard. There was support for an entry courtyard off of either 1st Ave W. or W. Harrison St. The Board directed the applicant to proceed with the preferred option with the courtyard facing the alley as the massing provides the most relief for the existing development across the alley. (CS2.D.5, CS2.III.i, DC2.A.1 & 2)
 - a. Hold the line of the corner at W. Harrison St. and 1st Ave. W. (CS2.III.i)
 - b. Consider shifting the massing at the south property line to open up the courtyard to the south. (DC3.C.2)
 - c. Explore pulling the upper massing back from the south property line or securing an agreement with the development to the south to allow windows in south wall. (DC2.B.1, DC2.B.2, DC2.C.3)
 - d. Consider the option of extra height allowed in the Uptown Guideline area, if needed. (CS2.IV.i)
 - e. The design of the courtyard space should maximize usable space for residents, since this is the primary shared outdoor amenity space. (DC3.A., DC3.B)
- 2. Uses at Street Level and Relationship to Grade:** The Board expressed that the relationship of all street facing uses at grade is very important and noted that having accessible entries for retail uses through the building is not suitable. (CS2.B.2, CS2.I.i, PL2.A.1)
 - a. Work on the design of the pedestrian entry and lobby. (PL2.A.1, PL2.B.3, PL2.I.i)
 - b. Access to all retail or live/work units should be from the street. (PL2.A.1, PL3.B.3)
 - c. Step the floor plate on W. Harrison instead of 1st Ave. W. (CS1.C.1)
 - d. Consider a residential lobby off of W. Harrison St. (CS2.B.1, DC2.A.1)
 - e. Keep the corner use as retail. (CS2.III.i)
 - f. Consider locating bike storage off of W. Harrison St. in the area shown as live/work space. (PL4.B.2)
 - g. Provide townhouses instead of live/work, if entry is not level with grade. (CS2.B.2, DC2.A.1)
 - h. Street level landscaping should enhance the pedestrian environment. (PL1.II.i)
- 3. Parking Access:** The Board debated the departure request for a curb cut to access parking from 1st Ave. W. They would prefer all access be from the alley but acknowledged the difficulty of the site topography and efficiency of access from both the street and alley. (DC1.B.1, DC1.C.1 & 2, DC1.I.ii, DC1.V.i)
 - a. The relationship of the residential entry and curb cut on 1st Ave. W. needs to be well designed and function successfully for both uses. (DC1.B.1, DC1.C.2)
 - b. Keep the curb cut and garage entry smaller than required by code. (DC1.B.1, DC1.C.2)
- 4. Blank Wall.** The Board questioned whether the blank wall on the south was necessary and encouraged coordination with the proposed development to the south. See Massing above. (CS2.D-5, DC1.II.i)
 - a. Consider adding windows on the south façade that respect the location of the windows of the proposed residential structure. (CS2.D.5)
- 5. For the Recommendation Meeting the applicant should provide the following:**

- Show how all ground level uses will interact with the sidewalk along 1st Ave. W. and W. Harrison St.
- Provide sketches of the pedestrian entry and the garage entry.
- Show how solid waste collection will work in the alley on collection days.
- Show how bike storage access will work.
- Provide a plan of the proposed curb blub at the corner.
- Coordinate with the proposed development to the south. Study the potential of window locations to the south.
- Provide a Materials Board (not larger than 14" x 20") that will be left with the planner. Include a color photo of the Board in the Recommendation packet.
- Provide a full Landscape plan.
- Provide a lighting plan of the site.

RECOMMENDATION: May 20, 2015

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PUBLIC COMMENT

Public comments offered at the meeting included the following:

- Noted that the south wall of the proposed development will be highly visible to the tenants of the building under construction immediately to the south and would like to see more alternatives explored for the treatment of this blank wall.
- Would like to see the proposed exterior lighting be respectful of the neighboring residential units and not create excessive spill over light.

PRIORITIES & BOARD RECOMMENDATIONS

RECOMMENDATION: May 20, 2015

- 1. Massing & South Elevation: The Board was pleased with the decision to push the massing to the corner and hold that corner as a strong corner form and focused their deliberation on the massing issues focused on the blank wall condition of the south elevation. (CS2.III.i)**
 1. The Board discussed at length their concerns with the expanse of blank wall along the south elevation. They agreed that this elevation needed additional work to show more scale and variety, as well as architectural consistency with materiality and fenestration pattern of the rest of the building. (CS2.D.5, DC2.B.1, DC2.B.2, DC2.C.3)
 - 1) They noted that the version of the south elevation shown in the original packet was more desirable than the amended version. The Board recommended that the transitional fading pattern that intensifies from dark to light shown on page 25 of the original packet (and not the supplemental sheets) replace the revised version. The Board also recommended that the reverse shading occur from that shown on page 25. The graphic shows the darkest color at the center that fades outwards; the Board recommended that the lighter shade be configured at the center and darken to the east and west.
 2. The Board was not pleased with the abrupt wrapping of the brick veneer at the base from the west to south facades. The Board recommended that the brick veneer continue to a location that reinforces and aligns with the building above. (DC2-B-1, DC4-II-i)
- 2. Alley (East) Elevation: The Board expressed concern with the expanse of blank wall along the north end of the alley. (DC2-A-2, DC2-B-2)**
 1. The Board recommended that the blank wall section of the east elevation be broken down further to include greater architectural consistency with the secondary elements found elsewhere on the street facing facades.
- 3. Harrison Street (North) Elevation. The Board felt that the Harrison Street elevation appeared too flat and lacked the dynamic quality, depth and texture of the West Elevation (and the conceptual elevation shown at the EDG meeting). The Board agreed that the vertical bay at the alley corner and the decision to match the vertical darker gray colored panels with the darker windows was a positive move, but additional gestures were needed.**
 1. The Board recommended that the depth of the three vertical bays be recessed to create greater texture. (DC2-D-1, DC2-D-2)
 2. The Board suggested (but declined to recommend a condition) that the applicant explore ways to better engage the base with the upper levels to minimize the sense of disconnect. Examples of this include tying the solid panels of the upper levels to correspond to the brick columns at the base. (DC2-B-1)
 3. The Board recommended a condition that the materiality of the corner base treatment be revised to be consistent with the higher quality retail treatment along First Ave W, which provides better scale and texture to the public realm. Specifically,

- the application of brick veneer, kick plates and flanking the commercial spaces should be applied continuously around the corner. (PL2-I-I, PL3-A3, DC2-B-1, DC2-B2 and I)
4. The Board was not convinced that the treatment of the lengthy blank wall along Harrison St was sufficient. The Board recommended a condition that the blank wall section of the base along Harrison be set back a few feet to avoid the co-planar appearance it currently shows and to provide more consistency with the rest of the massing of the base. The recess should help to better frame the applied art elements. In addition to the art, the Board recommended a condition that the treatment of the concrete (board form), landscaping, art and manner in which this treatment wraps to the alley be considered as a unified whole and amended to better achieve this cohesion. (DC1-V-I, DC2- B2, DC2-D-1, DC2-D-2)
 5. The Board was pleased with the corner retail uses and configuration, but was concerned about the prospect of activating the street at grade where the live/work unit and residential unit along Harrison were located (shown on the supplemental sheet 4). Thus, the Board recommended a condition that the space in front of these units be adjusted to create a larger, usable terrace and shared entry area by removing the planter shown in between the two units and keeping the stairs as shown. (PL1-C, PL2-II-I, PL2-A-1)
 6. The Board noted that the proposed accent color shown on the exterior vents appeared distracting and unresolved. The Board recommended that if the vents stay in the same size and configuration as shown in the packet, then they should be painted to match the field color. Alternatively, if the vents can be sized to extend the full width of the panel between the windows, then they should remain the accent color. (DC2-B-1, DC4-A-1)
4. **Parking Access.** The Board was concerned about vehicles crossing the sidewalk to the driveway located on First Ave and recommended a condition that a notification device be installed to alert cars entering and exiting the garage – see related departure request. (DC1-B-1, PL2-B)
 5. **Exterior Lighting.** The Board was pleased with the exterior lighting plan, except for the up-lighting of trees proposed in the courtyard. The Board recommended a condition that all up-lighting be revised to avoid light spillover from the site. (CS2-D)
 6. **Signage.** The Board was supportive of the proposed conceptual signage plan.

DESIGN REVIEW GUIDELINES

The priority Citywide and Neighborhood guidelines identified by the Board as Priority Guidelines are summarized below, while all guidelines remain applicable. For the full text please visit the [Design Review website](#).

CONTEXT & SITE
CS1 Natural Systems and Site Features: Use natural systems/features of the site and its surroundings as a starting point for project design.

CS1-C Topography

CS1-C-1. Land Form: Use natural topography and desirable landforms to inform project design.

CS1-C-2. Elevation Changes: Use the existing site topography when locating structures and open spaces on the site.

CS2 Urban Pattern and Form: Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

CS2-B Adjacent Sites, Streets, and Open Spaces

CS2-B-2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and public realm.

CS2-C Relationship to the Block

CS2-C-1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances.

CS2-D Height, Bulk, and Scale

CS2-D-5. Respect for Adjacent Sites: Respect adjacent properties with design and site planning to minimize disrupting the privacy of residents in adjacent buildings.

Uptown Supplemental Guidance:

CS2-I Responding to Site Characteristics

CS2-I-i. Pedestrian Character: Throughout Uptown new developments should, to the extent possible, be sited to further contribute to the neighborhood's pedestrian character.

CS2-II Streetscape Compatibility

CS2-II-ii. Uptown Park: Within the Uptown Park character area, streetscape improvements should include where feasible a consistent park-like landscape strip in the planting strip, as consistent with the historical pattern in the area. New development may elect to take inspiration from the Uptown Park District Landscape Streets Element as endorsed by the Uptown Alliance, for the format of the streetscape. However, adherence to the landscape streets element is voluntary.

CS2-III Corner Lots

CS2-III-i. Addressing the Corner: Generally, buildings within Uptown should meet the corner and not be set back. Building designs and treatments as well as any open space areas should address the corner and promote activity. Corner entrances are strongly encouraged, where feasible.

CS2-IV Height, Bulk and Scale Compatibility

CS2-IV-i. Reducing Visual Bulk: Throughout Uptown, a departure would be supported for 3' of additional height for projects that step back the top floor of the structure a minimum of 6' from the street. This has the effect of reducing the impact of the structure height on the sidewalk below as well as reducing the length of shadows over the street. Where the Code regulates podium height, the additional 3' applies to the podium.

CS3 Architectural Context and Character: Contribute to the architectural character of the neighborhood.

CS3-A Emphasizing Positive Neighborhood Attributes

CS3-A-2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

CS3-A-4. Evolving Neighborhoods: In existing neighborhoods where architecture character is evolving or otherwise in transition, explore ways for development to establish a positive and desirable context for others to build upon in the future.

Uptown Supplemental Guidance:

CS3-I Architectural Context

CS3-I-i. Historic Continuity: The Uptown Park character area emphasizes the notion of historic continuity – the relationship of built structures over time. This relationship encourages diversity of styles within a coherent whole, reinforcing the key elements of noteworthy buildings.

PUBLIC LIFE

PL1 Connectivity: Complement and contribute to the network of open spaces around the site and the connections among them.

PL1-B Walkways and Connections

PL1-B-3. Pedestrian Amenities: Opportunities for creating lively, pedestrian oriented open spaces to enliven the area and attract interest and interaction with the site and building should be considered.

PL1-C Outdoor Uses and Activities

PL1-C-1. Selecting Activity Areas: Concentrate activity areas in places with sunny exposure, views across spaces, and in direct line with pedestrian routes.

Uptown Supplemental Guidance:

PL1-II Landscaping to Reinforce Design Continuity with Adjacent Sites

PL1-II-i. Uptown Park Area: Within the Uptown Park character area, streetscape improvements should include a consistent landscape planting strip between the sidewalk and the street as a consistent within the historic pattern in the area. New development may take guidance from the Uptown Park District Landscaping Streets Element as endorsed by the Uptown Alliance, for the format of street improvements.

PL2 Walkability: Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

PL2-A Accessibility

PL2-A-1. Access for All: Provide access for people of all abilities in a manner that is fully integrated into the project design. Design entries and other primary access points such that all visitors can be greeted and welcomed through the front door.

PL2-B Safety and Security

PL2-B-3. Street-Level Transparency: Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

Uptown Supplemental Guidance:

PL2-I Entrances Visible from the Street

PL2-I-i. Prominent Entrances: Throughout Uptown, major entrances to developments should be prominent. The use of distinctive designs with historical references is strongly encouraged. Design, detailing, materials and landscaping may all be employed to this end. Building addresses and names (if applicable) should be located at entrances, tastefully crafted.

PL2-II Pedestrian Open Spaces and Entrances

PL2-II-i. Pedestrian-Friendly Entrances: Throughout Uptown entries should be designed to be pedestrian friendly (via position, scale, architectural detailing, and materials) and should be clearly discernible to the pedestrian.

PL3 Street-Level Interaction: Encourage human interaction and activity at the street-level with clear connections to building entries and edges.

PL3-A Entries

PL3-A-2. Common Entries: Multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors.

PL3-A-3. Individual Entries: Ground-related housing should be scaled and detailed appropriately to provide for a more intimate type of entry.

PL3-B Residential Edges

PL3-B-2. Ground Level Residential: Privacy and security issues are particularly important in buildings with ground level housing both at entries and where windows are located overlooking the street.

PL3-B-3. Buildings with Live/Work Uses: Maintain active and transparent facades in the design of live/work residences. Design the first floor so it can be adapted to other commercial use as needed in the future.

PL3-C Retail Edges

PL3-C-1. Porous Edge: Engage passersby with opportunities to interact visually with the building interior using glazing and transparency. Create multiple entries where possible and make a physical and visual connection between people on the sidewalk and retail activities in the building.

PL3-C-2. Visibility: Maximize visibility into the building interior and merchandise displays. Consider fully operational glazed wall-sized doors that can be completely opened to the street, increased height in lobbies, and/or special lighting for displays.

Uptown Supplemental Guidance:

PL3-II Transition between Residence and Street

PL3-II-i. Front Setbacks: Where feasible, new developments in the Uptown Park character area should consider landscaping and setback from the sidewalk. Landscaping within a setback should provide a transition from public to private space and define a boundary between these. The use of raised planters within the setback should be encouraged in some locations where this would reduce impacts to landscaping from foot traffic and the sidewalk litter.

PL4 Active Transportation: Incorporate design features that facilitate active forms of transportation such as walking, bicycling, and use of transit.

PL4-B Planning Ahead for Bicyclists

PL4-B-2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

PL4-B-3. Bike Connections: Facilitate connections to bicycle trails and infrastructure around and beyond the project.

DESIGN CONCEPT

DC1 Project Uses and Activities: Optimize the arrangement of uses and activities on site.

DC1-B Vehicular Access and Circulation

DC1-B-1. Access Location and Design: Choose locations for vehicular access, service uses, and delivery areas that minimize conflict between vehicles and non-motorists wherever possible. Emphasize use of the sidewalk for pedestrians, and create safe and attractive conditions for pedestrians, bicyclists, and drivers.

DC1-C Parking and Service Uses

DC1-C-1. Below-Grade Parking: Locate parking below grade wherever possible. Where a surface parking lot is the only alternative, locate the parking in rear or side yards, or on lower or less visible portions of the site.

DC1-C-2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

DC1-C-4. Service Uses: Locate and design service entries, loading docks, and trash receptacles away from pedestrian areas or to a less visible portion of the site to reduce possible impacts of these facilities on building aesthetics and pedestrian circulation.

Uptown Supplemental Guidance:

DC1-I Parking and Vehicle Access

DC1-I-ii. Preferred Alley Access: Access to new development is preferred via alleyways, if feasible. Throughout Uptown encourage all parking for residential uses to be located below grade.

DC1-II Blank Walls

DC1-II-i. Landscaped Walls: Within the Uptown Park character area landscaping (e.g., trellised climbing plants and other urban greenery) is the preferred treatment for walls. Larger wall areas should include landscaped treatments at the wall or between the wall and public rights-of-way, but not in a manner that would create unsafe conditions (e.g., create hiding spaces or provide exterior access to higher floors).

DC1-V Visual Impacts of Parking Structures

DC1-V-i. Reduce Visual Impact: Throughout Uptown designs that lessen the visibility of parking structures are preferred. Garages and parking structures should, where feasible, incorporate landscaping to reduce their visual impact. Landscaping may include climbing plantings and other landscape means to reduce the impact of larger blank walls. Large, open paved driveways and carports are strongly discouraged. Alley access is preferred, if feasible.

DC1-VI Treatment of Alleys

DC1-VI-i. Clean Alleys: Throughout Uptown ensure alleys are designed to be clean, maintained spaces. Recessed areas for recyclables and disposables should be provided.

DC2 Architectural Concept: Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

DC2-A Massing

DC2-A-1. Site Characteristics and Uses: Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space.

DC2-A-2. Reducing Perceived Mass: Use secondary architectural elements to reduce the perceived mass of larger projects.

DC2-B Architectural and Facade Composition

DC2-B-1. Façade Composition: Design all building facades—including alleys and visible roofs— considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well-proportioned.

DC2-B-2. Blank Walls: Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians.

DC2-D Scale and Texture

DC2-D-1. Human Scale: Incorporate architectural features, elements, and details that are of human scale into the building facades, entries, retaining walls, courtyards, and exterior spaces in a manner that is consistent with the overall architectural concept

DC2-D-2. Texture: Design the character of the building, as expressed in the form, scale, and materials, to strive for a fine-grained scale, or “texture,” particularly at the street level and other areas where pedestrians predominate.

Uptown Supplemental Guidance:

DC2-I Architectural Context

DC2-I-i. Human-Scale Design: The Uptown Park and Heart of Uptown character districts prefer an architecture that emphasizes human scale and quality, detailing and materials, and that remain compatible with the existing community. Generally, the following architectural features are encouraged during the review process:

- a. Increased architectural detailing;
- b. Individualized storefronts;
- c. Substantial windows detailing and recessed windows;
- d. Variations in roofline and additional roofline detailing, honest parapet lines with built-up cornice and;
- e. Reference to historic architectural styles found in the areas including art deco, and the unique styling of Worlds-Fair-era Seattle.

DC2-III Human Scale

DC2-III-ii. Reduce Visual Bulk: Architectural designs that create an impression of reduced size consistent with a pedestrian-oriented environment should be encouraged, especially in the Uptown Park and Heart of Uptown character areas.

DC3 Open Space Concept: Integrate open space design with the building design so that they complement each other.

DC3-A Building-Open Space Relationship

DC3-A-1. Interior/Exterior Fit: Develop an open space concept in conjunction with the architectural concept to ensure that interior and exterior spaces relate well to each other and support the functions of the development.

DC3-B Open Space Uses and Activities

DC3-B-4. Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

Uptown Supplemental Guidance:

DC3-I Landscaping to Enhance the Building and/or site

DC3-I-i. Varied, Integrated Landscaping: Throughout Uptown, but especially within the Uptown Park character area, landscaping should be substantial and include a variety of textures and colors, to the extent possible. Landscaping should be used to enhance each site, including buildings, setbacks, entrances, open space areas, and to screen parking and other less visually attractive areas. Encourage planted containers at building entries.

DC4 Exterior Elements and Finishes: Use appropriate and high quality elements and finishes for the building and its open spaces.

DC4-A Exterior Elements and Finishes

DC4-A-1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

DC4-D Trees, Landscape, and Hardscape Materials

DC4-D-1. Choice of Plant Materials: Reinforce the overall architectural and open space design concepts through the selection of landscape materials.

DC4-D-2. Hardscape Materials: Use exterior courtyards, plazas, and other hard surfaced areas as an opportunity to add color, texture, and/or pattern and enliven public areas through the use of distinctive and durable paving materials. Use permeable materials wherever possible.

Uptown Supplemental Guidance:

DC4-II Exterior Finish Materials

DC4-II-i. Brick/Tile Facades: Within the Uptown Park and Heart of Uptown character areas, the use of historic looking brick and tile facades are strongly encouraged to create a more consistent, unified, and historic appearance throughout the district. The use of decorative brick façade is consistent historically within the Uptown area, with a strong concentration just north of the district across W. Mercer St. Facade detailing is strongly encouraged and buildings may incorporate both materials to provide a richer finish.

DEVELOPMENT STANDARD DEPARTURES

The Board's recommendation on the requested departure(s) will be based on the departure's potential to help the project better meet these design guidelines priorities and achieve a better overall project design than could be achieved without the departure(s). The Board's recommendation will be reserved until the final Board meeting.

At the time of the Recommendation Meeting, five departures were requested.

1. **Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code requires non-residential uses at street level shall have a floor-to floor height of at least 13 feet. The applicant is proposing a 20' podium height and a 10' floor-to-floor at the mezzanine stepped 15' from the façade.

The Board unanimously recommended in favor of the proposed departure as the resultant live work and residential spaces have mezzanine space to provide greater opportunity for private and more public spaces that hopefully better engage the public realm. (Guideline PL3-B-3).

2. **Parking Location & Access (SMC 23.47A.032.A.1.9):** The Code requires access to parking from the alley. The applicant proposing access to parking from the existing curb cut on 1st Avenue West in addition to the alley.

The Board unanimously recommended in favor of the proposed departure as the reduced driveway ramping system would allow for greater space at street level for uses better connect to the street and less blank wall conditions on Harrison. The Board, however, recommended a condition that a warning notification system be installed for cars entering or exiting the driveway to enhance safety measures. (Guideline CS2-B)

3. **Sight Triangles (SMC 23.54.030.G1):** The Code requires driveways to have a sight triangle, clear of any obstruction, on both sides of the driveway for a distance of 10 feet from the intersection of the driveway with a sidewalk. The proposed design includes a sight triangle, clear of any obstruction, for a distance of 8 feet on both sides of the driveway.

The Board unanimously recommended in favor of the proposed departure as it reduces the presence and visual impact of the driveway on the street facing elevation. (Guideline DC1.C2)

4. **Street-Level Development Standards (SMC 23.47A.008.B.2):** The Code requires that 60% of the street facing façade between 2 and 8 feet above the sidewalk shall be transparent. The proposed design includes 37.28% transparency between 2 and 8 feet along Harrison St.

The Board unanimously recommended in favor of the proposed departure with several recommended conditions regarding the blank wall/non-transparent portions of the street facing façade – see pages 6 and 7. Provided that the blank wall is recessed, a cohesive redesign of the artwork, concrete wall, and landscaping can be resolved as unified whole and the treatment wraps to the blank wall along the alley, a more lively streetscape is achieved. (Guideline DC1 II.ii)

- 5. Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code requires non-residential uses at street level shall have a floor to floor height of at least 13 feet. The proposed design includes a non-residential use along Harrison Street with a floor to floor height of 10 feet.

The Board unanimously recommended in favor of the proposed departure finding that the two level space within the live/work unit would create a better connection to the street.
(Guideline CS2-B2)

- 6. Street-Level Development Standards (SMC 23.47A.008.B.3):** The Code requires non-residential uses to extend an average depth of at least 30 feet and minimum depth of 15 feet from the street level street facing façade. The proposed design of the live/work unit along Harrison has an average depth of 24 feet.

The Board unanimously recommended in favor of the proposed departure finding that the two level space within the live/work unit would create a better connection to the street.
(Guideline CS2-B2)

BOARD DIRECTION

The recommendation summarized above was based on the design review packet dated Wednesday, May 20, 2015, and the materials shown and verbally described by the applicant at the Wednesday, May 20, 2015 Design Recommendation meeting. After considering the site and context, hearing public comment, reconsidering the previously identified design priorities and reviewing the materials, the three Design Review Board members recommended APPROVAL of the subject design and departures with no conditions/ with the following conditions:

Board Recommended Conditions:

1. The transitional fading pattern that intensifies from dark to light shown on page 25 of the original packet (and not the supplemental sheets) should replace the revised version. In addition to this change, the reverse shading should occur from that shown on page 25. The graphic shows the darkest color at the center that fades outwards; the Board recommended that the lighter shade be configured at the center and darken to the east and west.
2. The brick veneer at the building base that wraps from the west to the south elevations should continue to a location that reinforces and aligns with the building above.
3. The blank wall section of the east elevation should be broken down further to include greater architectural consistency with the secondary elements found elsewhere on the street facing facades.

4. Further recess the depth of the recessed bays along Harrison Street.
5. The materiality of the corner base treatment should be revised to be consistent with the higher quality retail treatment along First Ave W. Specifically, the application of brick veneer, kick plates and flanking the commercial spaces should be applied continuously around the corner.
6. The blank wall section of the base along Harrison be set back a few feet to avoid the co-planar appearance it currently shows and to provide more consistency with the rest of the massing of the base.
7. Along Harrison, the treatment of the blank wall concrete (board form), landscaping, art and manner in which this treatment wraps to the alley should be considered as a unified whole and amended to better achieve this cohesion.
8. The space in front of the ground level units/spaces along Harrison should be adjusted to create a larger, usable terrace and shared entry area by removing the planter shown in between the two units and keeping the stairs as shown.
9. If the vents stay in the same size and configuration as shown in the packet, then they should be painted to match the field color. Alternatively, if the vents can be sized to extend the full width of the panel between the windows, then they should remain the accent color.
10. All up-lighting should be revised to avoid light spillover from the site.
11. A warning notification system should be installed for cars entering or exiting the driveway.